

# Technical Notes: 1932 Ninth & 1933 Tenth Series Packards

## *Tenth Series Starting Instructions from Packard*

The starting instructions on Tenth Series cars are the same for the entire line. These are given in the owner instruction book and are repeated on the outside of the envelope. Packard also made up special stickers to be applied to the inside of the glove compartment door. The stickers also contained spaces so notations could be made on the mileage when the car should be lubricated and the crankcase oil changed.

The instructions:

“1- WHEN MOTOR IS COLD, HAND THROTTLE SHOULD BE OPENED HALF WAY.

“2-WHEN MOTOR IS HOT, ADDITIONAL THROTTLE OPENING SHOULD BE PROVIDED BY HOLDING THE ACCELERATOR PEDAL ALL THE WAY DOWN.

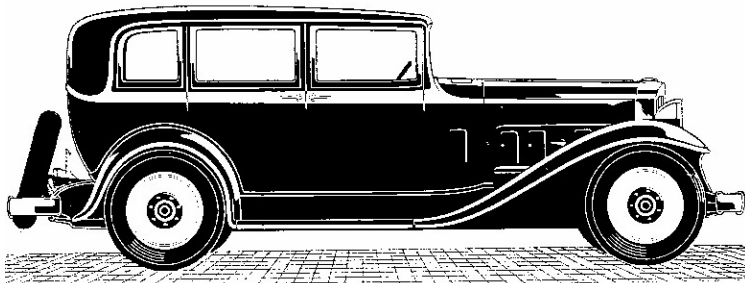
“3-TURN ON IGNITION SWITCH AND PRESS STARTER BUTTON

“4-CLOSE HAND THROTTLE AS SOON AS MOTOR STARTS”

Packard Jan. 13, 1933

## *Guess what may happen if you drive in hot and dry conditions and neglect your air cleaner*

Here's what Packard said about one motorist with a 901 sedan: When unusual wear is found, it is caused by something other than the way the car was built, because exceptionally long life was built into every motor. The cylinder block and pistons from a 901 sedan were removed after 6,862 miles. The cylinders averaged almost .005" wear which is more than should have developed in 50,000 miles. Nothing in the design of the motor could have been responsible for this. The air cleaner shows no evidence of having been cleaned or oiled in the 8 months the car had been in ser-



A 1932 901 Packard Sedan

vice. It was perfectly dry and almost filled with dirt. The car had been driven under extremely bad dust conditions, but the neglect of the air cleaner produced a result which will always occur after a period of service, depending upon the amount of dust encountered. One must watch in particular the cars which encounter a great deal of dust.

Packard Feb. 15, 1933

## *If you have a 1933 Super Eight or Twelve Pack-*



A 1933 1004 Super Eight Packard

## *ard which cuts out at high speed, what do you think is happening?*

This cutting out is probably caused by lack of fuel pump pressure or starving for fuel.

First be sure that all fuel line connections are tight and free from air leaks, both between the tank and the fuel pump and the fuel pump and the carburetor. Second see that the later type heavier spring is installed in the fuel pump to bring the pressure up to normal. If it still misses at high speed in hot weather, get the cross over tail pipe as far away from the gasoline tank as possible so that the tank will not absorb any more heat than is necessary.

If the condition still exists, it will be necessary to cut the cross section, running in front of the gasoline tank, out of the tail pipe, and weld the extreme end of the tail pipe to the section coming out of the muffler. This, of course, will give you a straight tail pipe at the right end of the tank instead of the left. Reconstructing the tail pipe will only be necessary in very extreme cases.

It may be necessary in some cases to flatten the end of the tail pipe more in order to get sufficient clearance where the pipe goes between the right end of the gasoline tank and the right rear spring shackle. Be sure to keep the pipe as far away from the end of the gasoline tank as possible.